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**CONSOLIDATED SOAH DOCKET NO. 473-19-1265  
CONSOLIDATED PUC DOCKET NO. 48785**

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**JOINT APPLICATION OF ONCOR  
ELECTRIC DELIVERY COMPANY  
LLC, AEP TEXAS INC., AND LCRA  
TRANSMISSION SERVICES  
CORPORATION TO AMEND THEIR  
CERTIFICATES OF CONVENIENCE  
AND NECESSITY FOR 345-KV  
TRANSMISSION LINES IN PECOS,  
REEVES, AND WARD COUNTIES,  
TEXAS (SAND LAKE TO SOLSTICE  
AND BAKERSFIELD TO SOLSTICE)**

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**BEFORE THE STATE OFFICE**

**OF**

**ADMINISTRATIVE HEARINGS**

**SETTLEMENT TESTIMONY AND EXHIBITS**

**OF**

**SONYA MIRANDA**

**ON BEHALF OF**

**APPLICANTS**

**LCRA TRANSMISSION SERVICES CORPORATION**

**And**

**AEP TEXAS INC.**

**February 2019**

**CONSOLIDATED SOAH DOCKET NO. 473-19-1265**  
**CONSOLIDATED PUC DOCKET NO. 48785**  
**SETTLEMENT TESTIMONY AND EXHIBITS OF SONYA MIRANDA**

**TABLE OF CONTENTS**

I.	INTRODUCTION .....	3
II.	PURPOSE OF SETTLEMENT TESTIMONY .....	3
III.	SUPPORT FOR ROUTE 24.....	5
IV.	TEXAS PARKS AND WILDLIFE RECOMMENDATIONS.....	8
V.	NEED FOR EXPEDITED CONSIDERATION.....	8
VIII.	SUMMARY AND CONCLUSION .....	9

**EXHIBITS**

Exhibit SM-S-1: Map of Route 24

Exhibit SM-S-2: Point of Interconnection Between LCRA TSC and AEP Texas

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SETTLEMENT TESTIMONY AND EXHIBITS OF SONYA MIRANDA**

**I.        INTRODUCTION**

**Q.     PLEASE STATE YOUR NAME AND BUSINESS ADDRESS.**

A.     My name is Sonya Miranda. My last name recently changed from Strambler to Miranda. My business address is: Lower Colorado River Authority, 3505 Montopolis Drive, Building D, Austin, Texas 78744.

**Q.     DID YOU PREVIOUSLY PROVIDE DIRECT TESTIMONY IN THIS PROCEEDING?**

A.     Yes. As I discussed above, my last name recently changed to Miranda, but I am the same person that previously testified in this proceeding as “Sonya Strambler.”

**Q.     WAS YOUR SETTLEMENT TESTIMONY PREPARED BY YOU OR BY KNOWLEDGEABLE PERSONS UPON WHOSE EXPERIENCE, JUDGMENT, AND OPINIONS YOU RELY IN PERFORMING YOUR DUTIES?**

A.     Yes, it was.

**Q.     IS THE INFORMATION CONTAINED IN YOUR SETTLEMENT TESTIMONY TRUE AND CORRECT TO THE BEST OF YOUR KNOWLEDGE AND BELIEF?**

A.     Yes, it is.

**Q.     HAVE YOU REVIEWED THE TESTIMONY FILED IN THIS PROCEEDING BY INTERVENORS AND STAFF OF THE PUBLIC UTILITY COMMISSION OF TEXAS (COMMISSION OR PUC)?**

A.     Yes, I have.

**II.        PURPOSE OF SETTLEMENT TESTIMONY**

**Q.     WHAT IS THE PURPOSE OF YOUR SETTLEMENT TESTIMONY?**

A.     This testimony is being presented to support the Unanimous Stipulation on Routing of the Bakersfield to Solstice Project within Pecos County (Route Stipulation) that has been agreed to by LCRA TSC, AEP Texas, Oncor Electric Delivery Company LLC (Oncor),



1 the Staff of the Public Utility Commission of Texas (Commission Staff), and all of the  
2 intervenors who remain parties to this proceeding who are affected by one or more route  
3 alternatives for the Bakersfield to Solstice 345-kV transmission line project, including:  
4 Occidental Permian Ltd., Oxy Delaware Basin, LLC, Oxy USA Inc., Oxy USA WTP LP,  
5 Houndstooth Resources, LLC, and Occidental West Texas Overthrust, Inc. (Oxy),  
6 MMSmithfield Family Limited Partnership, Ltd. (MMSmithfield), Pettus Czar, Ltd.,  
7 Atmos Pipeline-Texas (Atmos), Gale and Dorothy Smith, Elizabeth Graybill, and  
8 Mary Graybill-Rees (collectively, the Signatories).

9 **Q. PLEASE DESCRIBE THE ROUTE STIPULATION.**

10 A. The Route Stipulation is an agreement of all parties to this proceeding that are affected by  
11 the routing of the proposed Bakersfield to Solstice 345-kV double-circuit transmission  
12 line that will be constructed, owned, operated, and maintained by LCRA TSC and AEP  
13 Texas (the Bakersfield to Solstice Project). In the Route Stipulation, all of the Signatories  
14 agree to and support the Commission's approval of the Bakersfield to Solstice Project on  
15 Route 24.

16 **Q. DOES THE ROUTE STIPULATION ADDRESS ISSUES REGARDING THE**  
17 **NEED FOR THE PROJECT?**

18 A. No. The Route Stipulation only addresses the routing of the Bakersfield to Solstice  
19 Project. The need for the Bakersfield to Solstice Project is also associated with the need  
20 for several projects, collectively known as the Far West Projects, which include the Sand  
21 Lake to Solstice double-circuit 345-kV transmission line within Pecos, Reeves, and Ward  
22 Counties (Sand Lake to Solstice Project) that was jointly filed by Oncor and AEP Texas  
23 on the same date LCRA TSC and AEP Texas filed the Bakersfield to Solstice Project.  
24 Both projects were reviewed and jointly endorsed by the Electric Reliability Council of  
25 Texas (ERCOT) Board of Directors on June 12, 2018, and designated at that time by the  
26 ERCOT Board as critical to the reliability of the ERCOT system. Commission Staff  
27 agrees that both projects are needed. No party remaining in this proceeding affected by  
28 the routing of either project has challenged the need for either of the projects. A  
29 Unanimous Need Stipulation (Need Stipulation) has been entered into by all parties to

1 this proceeding and will be offered into evidence contemporaneous with the Route  
2 Stipulation and this testimony.

3 **III. SUPPORT FOR ROUTE 24**

4 **Q. PLEASE DESCRIBE ROUTE 24.**

5 A. Route 24 comprises segments A-C-D-E-F-M-R-W-X-Y. A map depicting Route 24 is  
6 provided as Exhibit SM-S-1 to this testimony. The total length of the right-of-way  
7 (ROW) for Route 24 is 71.1 miles and the estimated cost is \$155,959,000. In response to  
8 Question 17 of LCRA TSC's and AEP Texas' joint application to amend their certificates  
9 of convenience and necessity (CCN) to construct, own, and operate the Bakersfield to  
10 Solstice Project (the Application), Route 24 was identified by the utilities as the route that  
11 best addresses the requirements of the Public Utility Regulatory Act (PURA) and the  
12 Commission's Substantive Rules.

13 On December 20, 2018, the Texas Parks and Wildlife Department (TPWD) filed a  
14 letter in this proceeding expressing a recommendation for Route 24 as the route having  
15 the least potential to impact fish and wildlife resources.

16 On January 30, 2019, Mr. Blake Ianni filed testimony on behalf of Commission  
17 Staff concluding that Route 24 "is the best project alternative when weighing, as a whole,  
18 the factors set forth in PURA § 37.056(c), the factors found in 16 TAC § 25.101, and  
19 issues identified in the Order of Referral and Preliminary Order."

20 No party filed testimony or a statement of position regarding the Bakersfield to  
21 Solstice Project that opposed, disputed, or challenged Route 24 as the best route for the  
22 construction of the project.

23 **Q. WILL THERE BE OTHER COSTS ASSOCIATED WITH CONSTRUCTION OF**  
24 **THE BAKERSFIELD TO SOLSTICE PROJECT?**

25 A. Yes, the estimated cost for upgrade of the Bakersfield Station is \$6,533,000 and the  
26 estimated cost for upgrade of the Solstice Switch Station is \$38,457,000. These costs will  
27 be the same regardless of which route is approved for the project.

1   **Q.   WHAT ARE SOME OF THE FEATURES OF ROUTE 24 THAT MAKE IT THE**  
2       **BEST ROUTE FOR THE COMMISSION TO APPROVE FOR THE**  
3       **BAKERSFIELD TO SOLSTICE PROJECT?**

4   **A.**   Route 24 has the following features that make it the best route for the Commission to  
5       approve for the Bakersfield to Solstice Project:

- 6           • LCRA TSC, AEP Texas, and Commission Staff all support and recommend  
7           Route 24 as the route most compliant with the applicable statutory and regulatory  
8           requirements applicable to transmission line routing;
- 9           • TPWD recommends Route 24 as having the least potential to impact fish and  
10          wildlife resources;
- 11          • No party to this proceeding opposes construction and operation of the Bakersfield  
12          to Solstice Project on Route 24;
- 13          • It has the highest percentage parallel and adjacent to existing corridors  
14          (transmission lines, public roads/highways and apparent property boundaries) for  
15          86 percent of its total estimated length (61.5 miles of 71.1 miles);
- 16          • It has a significant portion of length parallel and adjacent to an existing  
17          transmission line that is currently being rebuilt from 69-kV to 138-kV, which will  
18          decrease the amount of new disturbance;
- 19          • It is the fourth shortest route at 71.1 miles and is only 3.3 miles longer than the  
20          shortest route;
- 21          • It has a relatively low cost (fourth lowest estimated cost at \$155,959,000);
- 22          • It has a relatively low number of habitable structures, five, within 500 feet of its  
23          centerline;
- 24          • It has a low overall aesthetic impact;
- 25          • It does not cross and is not within 1,000 feet of any park or recreational areas and  
26          is not within the visual foreground zone of any park or recreational area;
- 27          • It is not within proximity to any airport, airstrip, or heliport;
- 28          • It has the least ROW within the foreground visual zone of Interstate, U.S., and  
29          state highways at 4.0 miles; and

- It does not cross rivers, University Lands, parks, open waters, or any known habitat for federally-listed threatened or endangered species and has the second fewest stream crossings and runs parallel to streams/rivers for only 2,112 feet.

**Q. IF ROUTE 24 IS APPROVED, HOW DO LCRA TSC AND AEP TEXAS PROPOSE TO DIVIDE THE BAKERSFIELD TO SOLSTICE PROJECT BETWEEN THEM?**

A. As proposed in the Application, LCRA TSC and AEP Texas are co-applicants in this proceeding. Each will own 50 percent of the Bakersfield to Solstice Project. LCRA TSC is seeking certification to construct, own, operate, and maintain the eastern half of the transmission line connecting to LCRA TSC's Bakersfield Station (including all necessary construction associated with expansion of the Bakersfield Station). LCRA TSC will own, operate, and maintain all transmission line facilities, including conductors, wires, structures, hardware, and easements of the eastern half of the transmission line. AEP Texas is seeking certification to construct, own, operate, and maintain the western half of the transmission line connecting to AEP Texas' Solstice Switch Station (including all necessary construction associated with expansion of the Solstice Switch Station). Thus, AEP Texas will own, operate, and maintain all transmission line facilities, including conductors, wires, structures, hardware, and easements of the western half of the transmission line. Each utility will be responsible for its respective portions of the Bakersfield to Solstice Project, including design, ROW acquisition, material procurement, construction, and any necessary permitting for its half of the project.

The structure closest to the middle of the approved route will be a dead-end structure owned by AEP Texas. LCRA TSC's ownership will extend from the Bakersfield Station to the west to the point at which its conductors connect to AEP Texas' dead-end structure (the Point of Interconnection). On Route 24, the Point of Interconnection between the LCRA TSC and AEP Texas facilities will be at a structure owned by AEP Texas on Segment M. The mid-point structure will be located 14.40 miles north of Interstate-10 and 2200 feet west of Farm-to-Market (FM) Road 1053. Exhibit SM-S-2 attached to this testimony shows the location of the proposed Point of Interconnection between LCRA TSC and AEP Texas for Route 24.

1 **Q. DOES ROUTE 24 OVERLAP WITH ANY OF THE PROPOSED ROUTES FOR**  
2 **THE ONCOR/AEP TEXAS SAND LAKE TO SOLSTICE PROJECT AROUND**  
3 **SOLSTICE STATION?**

4 A. No. I have reviewed the proposed routes and links for the Sand Lake to Solstice project  
5 and Route 24 does not overlap with any of them as it terminates into Solstice station.  
6 Route 24 will not limit or affect the choice of available routing options for the Sand Lake  
7 to Solstice project.

8 **IV. TEXAS PARKS AND WILDLIFE RECOMMENDATIONS**

9 **Q. HAVE YOU REVIEWED THE LETTER FILED IN THIS PROCEEDING BY**  
10 **TPWD REGARDING THE BAKERSFIELD TO SOLSTICE PROJECT?**

11 A. Yes, I have.

12 **Q. WHAT IS YOUR RESPONSE TO THE TPWD RECOMMENDATIONS AS IT**  
13 **RELATES TO THE ROUTE STIPULATION?**

14 A. The TPWD letter includes comments and recommendations regarding the project and  
15 potential impacts on sensitive fish/wildlife resources, habitats, or other sensitive natural  
16 resources. This information provides some sound and reasonable advice. Overall, the  
17 letter includes typical concerns, comments, and recommendations that are often provided  
18 by TPWD with regard to proposed transmission line projects. LCRA TSC and AEP  
19 Texas have already taken into consideration several of the recommendations offered by  
20 TPWD as set forth in the Environmental Assessment included as Attachment 1 to the  
21 Application.

22 The Commission's standard ordering language in CCN proceedings regarding  
23 consultation with TPWD and the United States Fish and Wildlife Service, minimizing  
24 flora and fauna disturbance and re-vegetation, ROW clearing techniques and erosion  
25 control, and minimizing the potential impact to migratory birds and threatened or  
26 endangered species are appropriate and sufficient with respect to construction of the  
27 Bakersfield to Solstice Project on Route 24 or any other route approved for construction  
28 and operation of the project.

1                                   **V.           NEED FOR EXPEDITED CONSIDERATION**

2   **Q.     WHY ARE LCRA TSC AND AEP TEXAS PURSUING THE ROUTE**  
3       **STIPULATION, THE NEED STIPULATION, AND SETTLEMENT OF THE**  
4       **BAKERSFIELD TO SOLSTICE PROJECT?**

5   **A.**    As I mentioned previously in this testimony, and as Mr. Brent Kawakami described in  
6       detail in his direct testimony (filed in support of both the Bakersfield to Solstice Project  
7       and the Sand Lake to Solstice Project), both projects have been designated by ERCOT as  
8       critical to the reliability of the ERCOT system. Both projects are needed today and the  
9       need increases each day as oil and gas development in the Far West Texas region  
10      expands. LCRA TSC and AEP Texas are making every effort to construct the Bakersfield  
11      to Solstice Project with a targeted energization date of December 2020 (a little over 22  
12      months from today). In order to acquire ROW, design the transmission line and  
13      substation facilities, procure equipment and materials, clear ROW, and construct the line  
14      and station upgrades by the end of 2020, every day saved in obtaining a final order from  
15      the Commission is critical to achieving the extremely aggressive construction schedule.

16                                   **VI.          SUMMARY AND CONCLUSION**

17   **Q.     PLEASE SUMMARIZE YOUR TESTIMONY.**

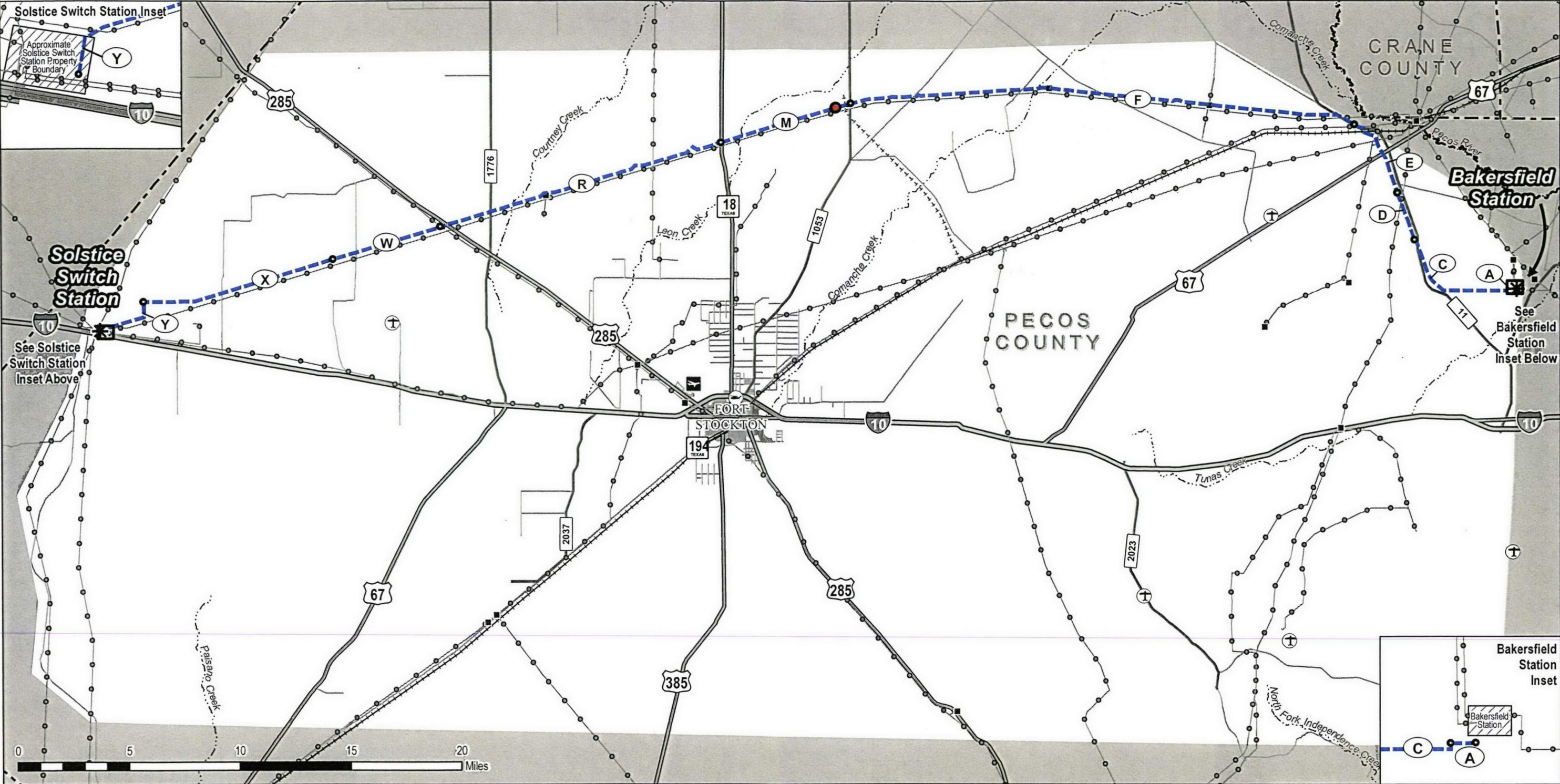
18   **A.**    LCRA TSC and AEP Texas have entered into a Route Stipulation and Need Stipulation  
19       resolving all potentially contested issues associated with the statutory and regulatory  
20       compliance of the Application. Commission Staff agrees the Bakersfield to Solstice  
21       Project and the Sand Lake to Solstice Project are needed, and no party affected by either  
22       project challenges the need for the projects. In addition, Commission Staff and TPWD  
23       both agree that Route 24 is the best route for the Bakersfield to Solstice Project, which is  
24       the same route that LCRA TSC and AEP Texas identified as the route that best addresses  
25       the requirements of PURA and the Commission's Substantive Rules. All of the parties  
26       affected by the Bakersfield to Solstice Project support the Commission's approval of the  
27       project on Route 24.

1           The public interest supports prompt issuance of an order from the Commission  
2           approving the requested CCN amendments of LCRA TSC and AEP Texas to construct,  
3           own, and operate the Bakersfield to Solstice Project on Route 24 in the manner described  
4           in this testimony and the other materials in evidence for the Commission's evaluation and  
5           consideration.

6   **Q.    DOES THIS CONCLUDE YOUR DIRECT TESTIMONY?**

7   **A.    Yes.**





**Project Components**

- Project Endpoint
- Route 24 Segment, Node and Label
- LCRA TSC / AEP Texas Point of Interconnection
- Substation Area
- Study Area

**Existing Utilities**

- Existing Substation
- Transmission Line

**Transportation**

- Interstate Highway
- US Highway
- State Highway
- Farm-to-Market Road
- Local / County Road

- Railroad
- Railroad: Abandoned
- Public Airport
- Private Airstrip
- Heliport

**Administrative Boundaries**

- County Boundary
- City Boundary

**Surface Water**

- River or Stream

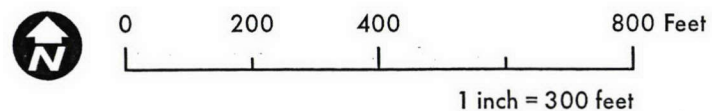
Bakersfield to Solstice  
345-kV Transmission Line Project

Route 24:  
A-C-D-E-F-M-R-W-X-Y








# Bakersfield to Solstice 345-kV Transmission Line Project Location of LCRA TSC/AEP Texas Point of Interconnection



The Point of Interconnection for LCRA TSC facilities and AEP Texas facilities will be located at the midpoint of Route 24, at a structure owned by AEP Texas, on Segment M. Subject to final surveying, engineering and geological assessment, the Point of Interconnection will be located 14.40 miles north of I-10 and 2200 feet west of FM 1053.

LCRA TSC will construct, own, operate and maintain the transmission line east of the Point of Interconnection and AEP Texas will construct, own, operate and maintain the transmission line west of the Point of Interconnection and including the structure on which the Point of Interconnection occurs.

-  AEP Texas/LCRA TSC Point of Interconnection
-  Route 24
-  Parcel Boundary

Aerial Imagery: February 24-26, 2018  
Parcel Data: October 2018



EXHIBIT SM-S-2

AEP Texas/LCRA TSC  
Point of Interconnection

M-005

M-003

M

M-001

F-037

M-004

M-002

FM 1053

L-014

L-015

## Bakersfield to Solstice Project Overview

